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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Czechoslovakia

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SUBJECT Prostějov Airfield

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REFERENCES

- 25X1 1. Prostějov Airfield, located south of Prostějov, along the main Prostějov-Brno highway, is used for both military and civilian purposes. During World War II this field was enlarged and a new concrete runway built. Toward the end of the war the field was destroyed, but reconstruction started soon after the liberation in 1945.
2. In the north, the field borders on the outskirts of Prostějov. The western boundary of the field is the main Prostějov-Brno highway, with the Prostějov cemetery some 900 meters to the east of the highway. Beyond the cemetery, there are rows of trees along both sides of the road. The eastern boundary is formed by a connecting road to the airfield, which forks off the main Prostějov-Bedíhošť road near the railroad tracks. These tracks, running from Prostějov to Nezamyslice, form the northeast boundary of the airfield. In the south, the airfield runs into fields and here the nearest road is that from Zesov to Bedíhošť.
3. The field is situated 216 meters above sea level, on sandy terrain. The apron of the field is between the cemetery and the Air Force barracks. It is 50 meters square. Three runways about 10 meters wide and 50 or 60 meters long run in three directions, southeast-northwest, east-west, and northeast-southwest. These runways, however, are not used; planes take off from the grass-covered landing strip which runs north-south and is 1,000 by 1,500 meters in size. There are several approach landing marks (hraniční strisky).
4. The hangar in the northern part of the airfield was built in 1946 and is about 35 by 150 meters in size, of steel construction. Its rear and side walls are made of strong glass reinforced by wire netting. It has double sliding gates of corrugated iron.
5. Construction of a second hangar was started in 1951, but it was not yet finished by spring, 1953. It is located in the southern extremity of the field and is approximately 50 by 200 meters in size. So far, only the ferro-concrete portion of the structure has been completed. The old hangars south of

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the Air Force barracks are completely useless, having been severely damaged by bombing during the war.

6. The following aircraft have been observed on this field: about 7 to 10 Dakotas, 5 to 7 twin-engined Ilyushins, 2 Ju-52s, 4 or 5 Siebels, 2 or 3 Arados, 10 CAPs, 10 Bicker Jungmeisters and 27 Me-109s. The latter always flew in formation, with flights of three aircraft. There was also a large number of miscellaneous training aircraft at the field.
7. The Air Force barracks are located in a triangle formed by the Prostejov - Nezamyslice railroad line and the connecting road which leads to the airfield. They were built before World War II and enlarged after 1945. Originally they consisted only of brick buildings, but after the war some 30 wooden huts were added in the south. Some new brick barracks were also added, in 1952. The size of the wooden huts is 10 by 25 meters.
8. At night the airfield is constantly illuminated. Rocket signals, either two red or two green rockets, are used for directing takeoffs and landings of aircraft.
9. This field serves as a base for the Army school for pilots (sic). Most of its staff are regular Army NCO's wearing uniforms with blue facings and yellow piping. Their shoulderboards are V-shaped and rank is indicated by black stripes.
10. Electricity for the field is supplied by the power plant in Prostejov.
11. The field is out of bounds to unauthorized persons and the entire area can be kept under observation from two guard posts. The main post is at the entrance, near the railroad line. The other post is located 50 meters south of the cemetery. Sentries also patrol around the field constantly.
12. The Prostejov Airfield is also used by the Czechoslovak Airlines. Passenger aircraft, mostly Ilyushins, take off at 8 a.m. and 3 p.m. every day for Brno and Olomouc.

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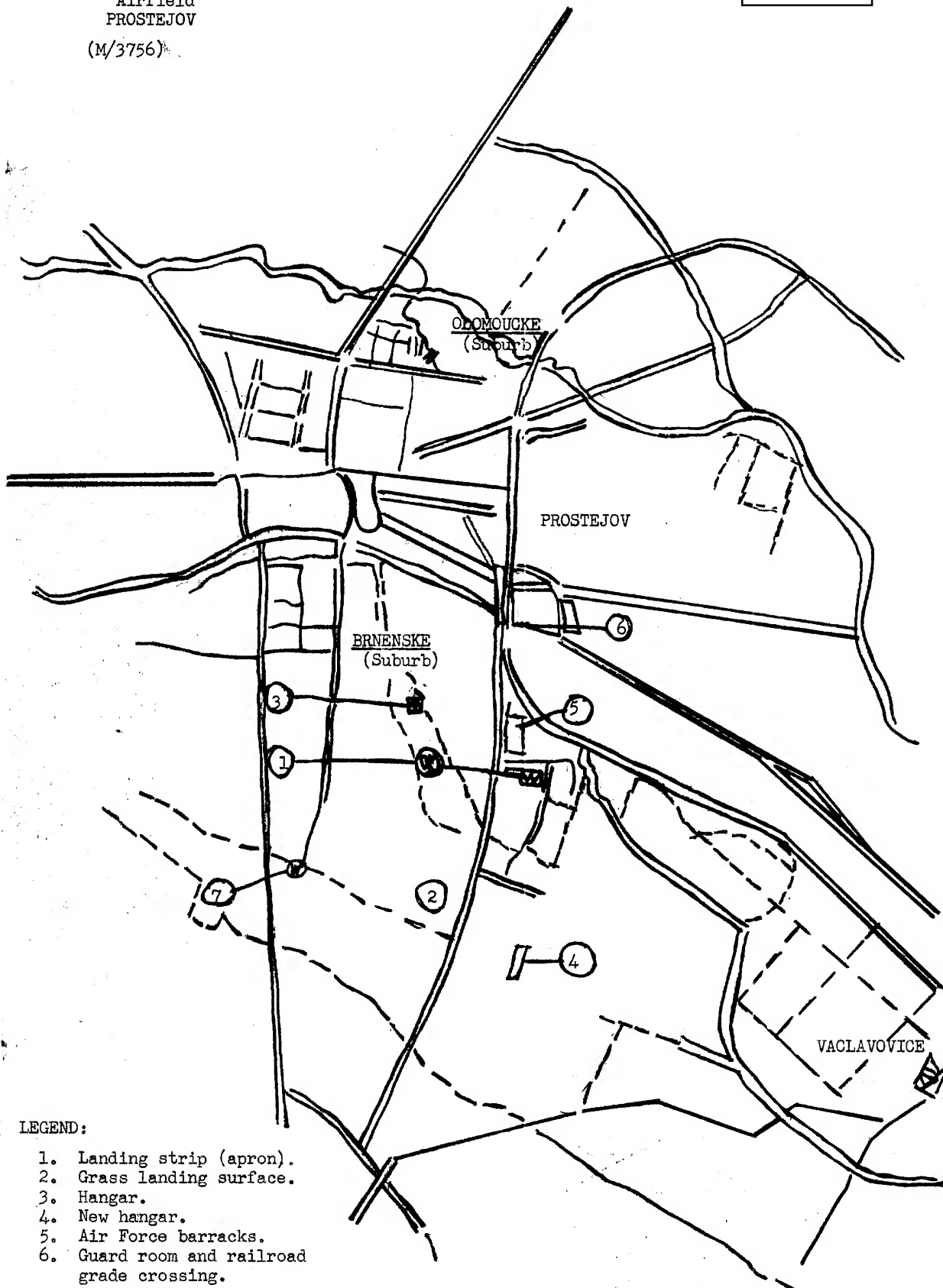
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Military and Civilian
Airfield
PROSTEJOV

(M/3756)



LEGEND:

1. Landing strip (apron).
2. Grass landing surface.
3. Hangar.
4. New hangar.
5. Air Force barracks.
6. Guard room and railroad grade crossing.
7. Guard post.

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